



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
2300 East Devon Avenue
Des Plaines, IL 60018

MAY 16 2013

The Honorable Martin J. Moylan
Illinois House of Representatives
55th District
24 South Des Plaines River Road
Suite 400
Des Plaines, IL 60616

Dear Mr. Moylan:

Thank you for your two letters dated April 8, 2013, regarding O'Hare's Fly Quiet Program and concerns for residents and students in your district due to their proximity to O'Hare.

The Fly Quiet Program is a collaborative program developed in cooperation between the airport owner (City of Chicago), the air carriers, the Federal Aviation Administration (FAA) and the communities surrounding O'Hare as represented by the O'Hare Noise Compatibility Commission (ONCC).

The Fly Quiet Program provides comprehensive guidance for pilots and air traffic controllers to use designated flight and operating procedures during the program hours. The airlines and FAA's Air Traffic Organization voluntarily agreed to use designated noise abatement flight procedures under the Fly Quiet Program to reduce the impact of aircraft noise. The City of Chicago distributes Fly Quiet Aviator's Manuals to pilots and air traffic controllers. The manual contains information on preferred runways and flight tracks which route aircraft over the least populated areas. Since the Fly Quiet Program is voluntary, the FAA does not have the ability to make use of this program mandatory. It is at the discretion of the City, as owner and operator of O'Hare to pursue these types of initiatives, and participation from all parties is voluntary.

Early last year ONCC leadership and FAA management from the O'Hare Airport Traffic Control Tower (ATCT) began to meet quarterly. The purpose of these meetings is to improve controller and pilot adherence to the existing Fly Quiet Program. As a result of these meetings improvements have been made, and ONCC has provided positive feedback to the FAA.

Your second letter identified concerns which the FAA considered carefully through the Environmental Impact Statement (EIS) process that began in 2002. During this process we worked with several other Federal and state agencies, before approving the O'Hare Modernization Program (OMP). Noise exposure, runway configuration, airspace configuration, air quality and impacts on surrounding communities were addressed through

this public process. The FAA presented the analysis publicly through a number of mechanisms, including a series of public meetings, before finalizing and publishing its conclusions in a Record of Decision in September 2005.

Regarding operations on future Runway 9C/27C, it is being designed to accommodate Group VI aircraft operations, and will be used predominantly as an arrival runway. Please refer to Tables F-39 (Alternative C) and F-43 of the EIS, which address runway use. Copies of these tables are enclosed. How O'Hare runways will be used was considered as part of this environmental review and decision.

The final EIS and Record of Decision are available on line at:

http://www.faa.gov/airports/airport_development/omp/eis/. In this document you can find analysis regarding noise, air quality, water quality, compatible land uses, social impacts and many other topics that may be of interest to you. Regarding your specific concerns on air quality, the EIS determined that the OMP meets applicable state and federal law regarding emissions and air pollution. The project was determined to be in compliance with Illinois State Implementation Plan (SIP) and the Federal Clean Air Act.

Correspondence and Frequently Asked Questions regarding the OMP are available on our website: http://www.faa.gov/airports/airport_development/omp/FAQ/. You may find this additional information informative.

The modernization of O'Hare International Airport is needed to meet Chicago's aviation demands of the future in a manner that provides improved safety and efficiency for the airport and public. Through its analysis of the OMP, the FAA took great care to examine health and safety concerns to ensure that all appropriate impact mitigation actions are taken.

Thank you for sharing your perspective with the FAA. Please feel free to contact me at 847-294-7295 if you or a member of your staff would like to discuss this matter with me in more detail.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry D. Cooper". The signature is fluid and cursive, with the first name "Barry" being more prominent and the last name "Cooper" following in a similar style.

Barry D. Cooper
Regional Administrator
Great Lakes Region

2 Enclosures

TABLE F-39
RUNWAY END USE PERCENTAGE — BUILD OUT ALTERNATIVE C

Runway	Arrivals		Departures		Operations	
	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)
04L	0.0	0.0	0.8	1.2	0.4	0.5
04R	0.8	1.0	0.0	0.0	0.4	0.6
09L	8.8	1.0	0.1	0.0	4.4	0.6
09R	0.1	0.0	10.4	4.1	5.3	1.7
22L	0.0	0.0	16.2	10.8	8.2	4.6
22R	0.3	0.3	0.0	0.0	0.1	0.2
27L	0.0	59.8	25.3	12.2	12.8	39.7
27R	22.4	4.0	0.3	0.1	11.2	2.3
09C	8.2	0.6	0.0	0.0	4.1	0.3
10C	8.9	1.3	0.0	0.0	4.4	0.7
10L	0.0	23.8	10.3	20.4	5.2	22.4
10R	0.9	0.0	6.1	1.2	3.5	0.5
27C	22.1	2.9	0.0	0.0	11.0	1.7
28C	23.5	5.3	0.0	0.0	11.7	3.1
28R	0.2	0.1	27.7	50.0	14.1	21.2
28L	3.8	0.0	2.7	0.0	3.3	0.0
Total(b)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: (a) Night is defined as 10:00 p.m. to 6:59:59 a.m.

(b) Totals may not add due to rounding

Source: Leigh Fisher Associates [TPC] analysis, October 2004.

TABLE F-40
RUNWAY END USE PERCENTAGE — BUILD OUT ALTERNATIVE D

Runway	Arrivals		Departures		Operations	
	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)
04L	0.0	0.0	0.6	3.6	0.3	1.6
04R	0.6	2.9	0.0	0.0	0.3	1.6
09L	9.2	6.8	0.1	0.1	4.7	3.8
09R	0.1	0.0	14.0	13.0	7.1	5.8
22L	0.0	0.0	21.4	9.1	10.8	4.1
22R	0.3	0.3	0.0	0.0	0.1	0.1
27L	0.0	52.6	24.5	9.4	12.3	33.3
27R	24.0	4.6	0.2	0.1	12.0	2.6
09C	8.1	2.9	0.0	0.0	4.0	1.6
10C	8.9	4.0	0.0	0.0	4.4	2.2
10L	0.0	20.2	12.1	23.5	6.1	21.7
27C	24.2	3.3	0.0	0.0	12.0	1.8
28C	24.3	2.6	0.0	0.0	12.1	1.4
28R	0.2	0.0	26.8	41.1	13.6	18.4
Total(b)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: (a) Night is defined as 10:00 p.m. to 6:59:59 a.m.

(b) Totals may not add due to rounding

Source: Leigh Fisher Associates [TPC] analysis, October 2004.

TABLE F-43
RUNWAY END USE PERCENTAGE — BUILD OUT + 5 ALTERNATIVE C

Runway	Arrivals		Departures		Operations	
	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)
04L	0.0	0.0	0.8	1.2	0.4	0.5
04R	0.8	0.9	0.0	0.0	0.4	0.5
09L	8.7	0.8	0.1	0.1	4.4	0.5
09R	0.1	0.0	10.4	6.5	5.3	2.8
22L	0.0	0.0	14.6	8.9	7.4	3.8
22R	0.3	0.4	0.0	0.0	0.1	0.2
27L	0.0	59.7	25.3	6.6	12.8	37.3
27R	22.4	4.6	0.3	0.1	11.2	2.7
09C	8.2	0.9	0.0	0.2	4.1	0.6
10C	8.8	2.1	0.0	0.3	4.4	1.4
10L	0.0	22.4	10.0	19.6	5.0	21.2
10R	1.2	0.0	6.3	1.5	3.8	0.7
27C	22.2	2.2	0.1	0.9	11.0	1.7
28C	23.3	6.0	0.1	0.8	11.6	3.8
28R	0.2	0.1	28.6	53.3	14.6	22.5
28L	3.8	0.0	3.4	0.0	3.6	0.0
Total(b)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: (a) Night is defined as 10:00 p.m. to 6:59:59 a.m.

(b) Totals may not add due to rounding

Source: Leigh Fisher Associates [TPC] analysis, October 2004.